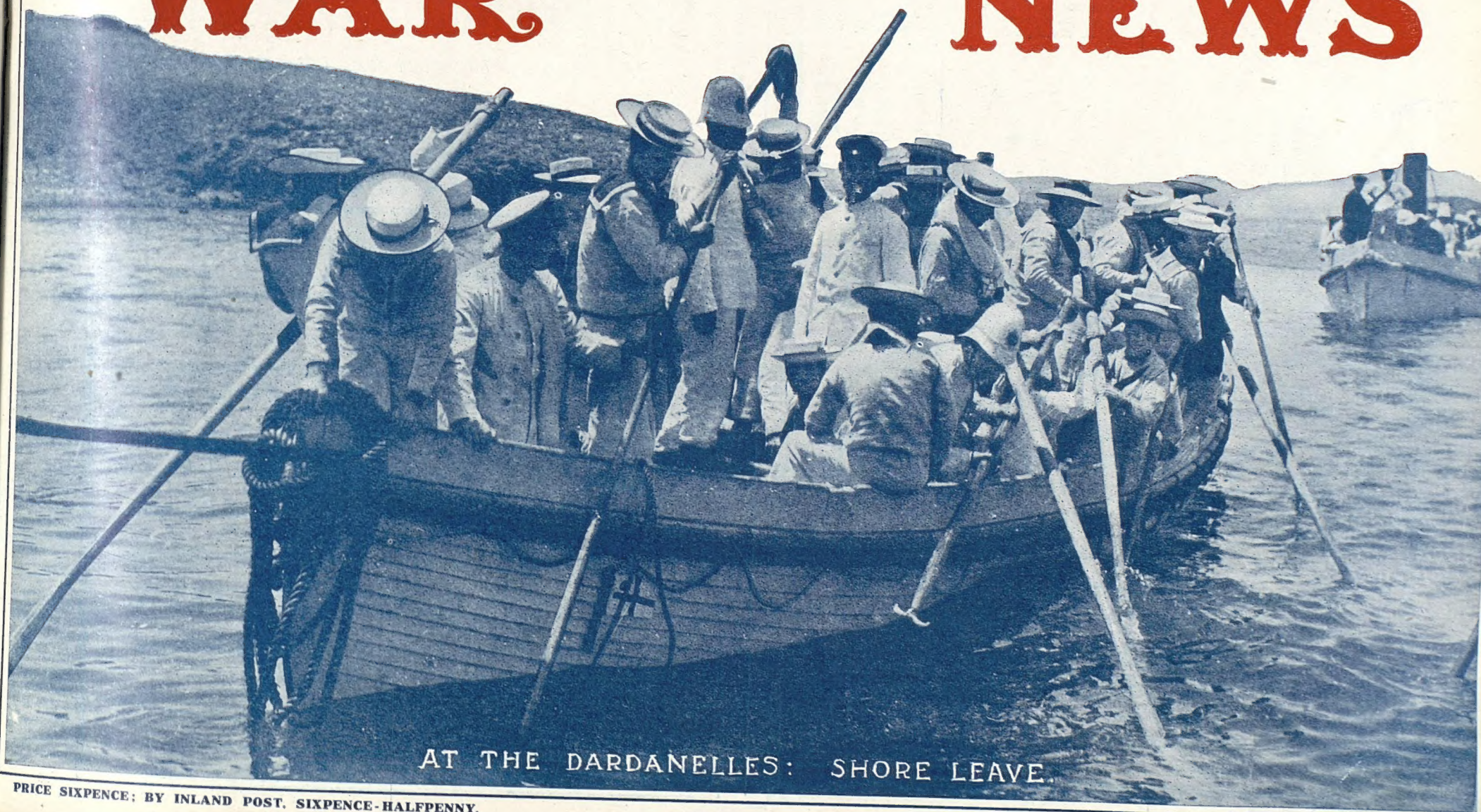


THE ILLUSTRATED WAR NEWS.  
SEPTEMBER 1, 1915.

EACH NUMBER COMPLETE IN ITSELF.

PART 56

# THE ILLUSTRATED WAR NEWS



AT THE DARDANELLES: SHORE LEAVE.

PRICE SIXPENCE; BY INLAND POST, SIXPENCE-HALFPENNY.

REGISTERED AS A NEWSPAPER FOR TRANSMISSION IN THE UNITED KINGDOM, AND TO CANADA AND NEWFOUNDLAND BY MAGAZINE POST.

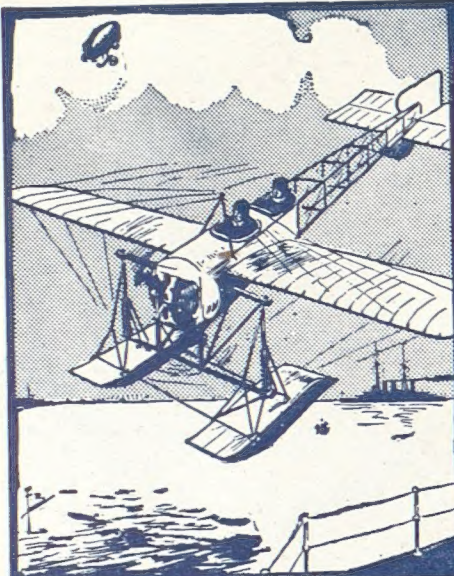
PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.



IT (as sketch),  
and Black soft  
ning Coat with  
well-cut skirt.  
te silk. £4  
PRICE  
10/6 extra.

HECK ST.,  
ON, W.





The BLERIOT SEAPLANE is of the monoplane type, and is built by the firm of Louis Blériot. It is an extremely light machine and is fitted with an 80-h.p. Le Rhone engine. The chief points about it are the characteristic method of springing the floats, and the fact that the operation of substituting wheels for floats, thus making it a land machine, can be accomplished in a comparatively short space of time.

## PLAYER'S NAVY CUT CIGARETTES

HAVE A WORLD-WIDE REPUTATION.

They are made from fine quality Virginia Tobacco and are sold in two strengths:

**GOLD LEAF.**  
100 for 3/-; 50 for 1/6

**MEDIUM.**  
100 for 2/3; 50 for 1/1½

## PLAYER'S NAVY CUT DE LUXE

Is a development of the ORIGINAL PLAYER'S NAVY CUT.

Player's Navy Cut De Luxe is the outcome of many year's experience and is probably the best Pipe Tobacco yet offered to the public. It is perfectly accurate to describe it as being manufactured from not only the best growths of Virginia but from the selected leaves of those best growths.

Packed only in 2-oz. and 4-oz.  
Airtight Tins at 1/2 and 2/4  
respectively.

For Wounded British Soldiers and  
Sailors in Military Hospitals at Home  
and for the Front at Duty Free Rates.  
Terms on application to—  
John Player and Sons, Nottingham.

Branch of the Imperial Tobacco Co (of Great Britain and Ireland), Ltd.,

## PART 48 COMPLETED THE FOURTH VOLUME OF The Illustrated War News

PUBLISHED ON WEDNESDAY MORNINGS—SIXPENCE.



## A HANDSOME BINDING COVER

for VOLUME IV.

## IN HALF-MOROCCO

is NOW ON SALE, to hold Nos. 37 to 48 of this  
Popular Publication.

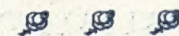
Price 3/- with Title-page.

Post free 3d. extra.

Or can be obtained through all Newsagents and Railway Bookstalls.

**SIMILAR COVERS for Vols. I., II., and III. ARE ON SALE.**

Each complete Volume, beautifully bound in half-morocco,  
can be purchased for 10/6.



PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

T



HEAVY GO



# ARNOLD BENNETT

*on the FRENCH ARMY and the FRENCH SPIRIT.*

Mr. Arnold Bennett has just returned from a special visit to the French Front, and has written a remarkable series of articles recording his impressions. These are being published in the

## ILLUSTRATED LONDON NEWS



and are the most interesting articles issued about the War.  
*EACH IS COMPLETE IN ITSELF.*

# ARNOLD BENNETT

*ON THE FRENCH FRONT.*

PUBLISHING OFFICE: 172, STRAND, LONDON, W.C.

PRICE SIXPENCE WEEKLY.

EDITORIAL OFFICES: MILFORD LANE, STRAND, W.C.

SCOTTISH.  
squad being put  
loves in camp, a  
section is seen



## INEXPENSIVE NEW AUTUMN BLOUSES.



DAINTY CRÉPE NINON BLOUSE, yoke and sleeves outlined with hemstitching, front finished small self buttons. In ivory, pink, sky, champagne, black and navy

21/9

CHARMING BLOUSE (as sketch) in shot silk taffetas, and double chiffon over cream lace, chiffons are blended to match the silk, which is outlined with narrow gold braid. In a large variety of colours, black, and outsize

35/9

DAINTY FLORAL SILK CREPON BLOUSE (as sketch) in many pretty colourings, finished soft net frill at neck. Exceptional value.

10/6

SMART CRÉPE - DE - CHINE BLOUSE, daintily finished with goffered Organdi frills. In mauve, sky, pink, champagne, lemon, French grey, hydrangea pink and hydrangea blue

18/9

SMART WASHING SILK BLOUSE (as sketch) yoke and sleeves put in with fine piping cord, collar, cuffs, buttons, finished hand embroidery.

15/9

**DEBENHAM & FREEBODY,** WIGMORE ST. & WELBECK ST.,  
CAVENDISH SQ., LONDON, W.





# The Illustrated War News.



HEAVY GOING IN A TERRAIN WHICH HAS BEEN DESCRIBED AS "A LAND OF WHIPPED CREAM": BELGIAN ARTILLERY CROSSING SAND-DUNES.



## THE GREAT WAR.

THAT Brest-Litovsk would share the fate of practically every fortress (with the exception of Verdun) that has come under modern gun-fire, has been generally anticipated for some time, and the news of its capitulation was received with no very great excitement, even among the Germans. Some people may have experienced surprise at the apparent ease of the German success; but it seems fairly certain that the Russians contributed quite as much to that ease as the ability of the Germans.



THE AIRMAN WHO IS REPORTED TO HAVE SUNK A GERMAN SUBMARINE: SQUADRON-COM. BIGSWORTH.

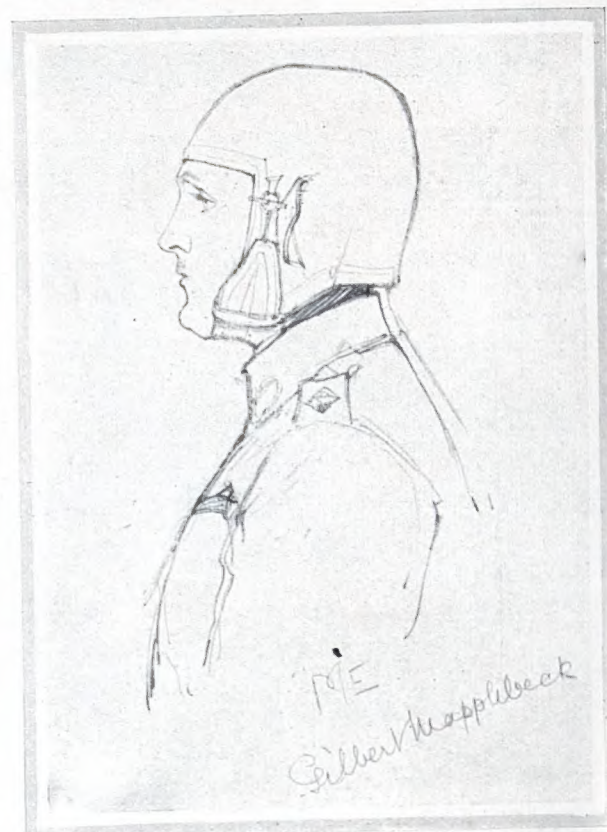
The Admiralty announced: "Squadron-Commander Arthur W. Bigsworth, R.N., has destroyed single-handed a German submarine by bombs dropped from an aeroplane. The submarine was observed to be completely wrecked, and sank." The Germans deny the sinking.—[Photo. by Chandler.]

The defensive line has been in difficulties for some time now: first from the big German movement in Courland; and, latterly, and more particularly, from the force that, having crossed the Bug to the south, was driving through the marshy country on to the Brest-Kovel railway line. Menaced by a flanking movement on this wing, and also in danger immediately to the north from Prince Leopold of Bavaria's advance on Bialystok and Bielsk—both points of importance on the railway—the Grand Duke Nicholas has merely followed the counsels of wisdom and withdrawn his troops before any real danger could come to them.

This is the only just surmise. Brest was too strong and useful a point to have been given up unless its fall was inevitable, and the quickness with which it fell points to lengthy premeditation. It is known that the fortress

was a great stores depôt, and these stores could not have been evacuated in a great hurry, and the idea that they might have been destroyed or left behind is not worth considering. It is, indeed, obvious that the Russians have gone back again because of circumstances which the Germans do not entirely control; and that they have gone back still maintaining a strength that is formidable. It remains to be seen whether Germany intends to pursue this not at all remunerative game of pursuing armies they constantly fail to catch and beat; or, whether, as is not unlikely, they will be content with their gains and hold on to a new front, with Brest as its rudimentary centre, Lemberg as its southern base, and Riga as its northern.

This line would undoubtedly give them a strong defensive front, well served by the good railway point at Lemberg, which they already have, and Warsaw which is theirs, and from the sea, by Riga, which they hope



A GREAT LOSS TO THE ROYAL FLYING CORPS: THE LATE CAPTAIN G. W. MAPPLEBECK, D.S.O., KILLED IN AN ACCIDENT. Captain Mapplebeck, who was regarded by his comrades as one of the finest pilots, was unfortunately killed recently through a fall of a machine in which he was making a trial flight. He is said to have been the first British airman wounded in the war (last September). In March he was captured, but escaped.—[A Sketch-Portrait by a Comrade.]

[Continued overleaf.]

Sergeant Richards was at Cape Helles. feet, but he recovered condition. A remark





SERGEANT ALFRED RICHARDS,  
1<sup>ST</sup> BATT<sup>N</sup> LANCASHIRE FUSILIERS.



CAPT JOHN AIDAN LIDDELL,  
ROYAL FLYING CORPS.



RIFLEMAN W. MARINER,  
KING'S ROYAL RIFLE CORPS.



CAPT CHARLES CALVELEY FOSS, D.S.O.,  
2<sup>ND</sup> BATT<sup>N</sup> BEDFORDSHIRE REG<sup>T</sup>



CAPT JOHN F. P. BUTLER,  
KING'S ROYAL RIFLE CORPS.



CAPT L. G. HAWKER, D.S.O.,  
ROYAL ENGINEERS & ROYAL FLYING CORPS

AIRMEN V.C.S AND FOUR OTHER RECIPIENTS OF THE COVETED DECORATION: NEW AWARDS OF THE VICTORIA CROSS.

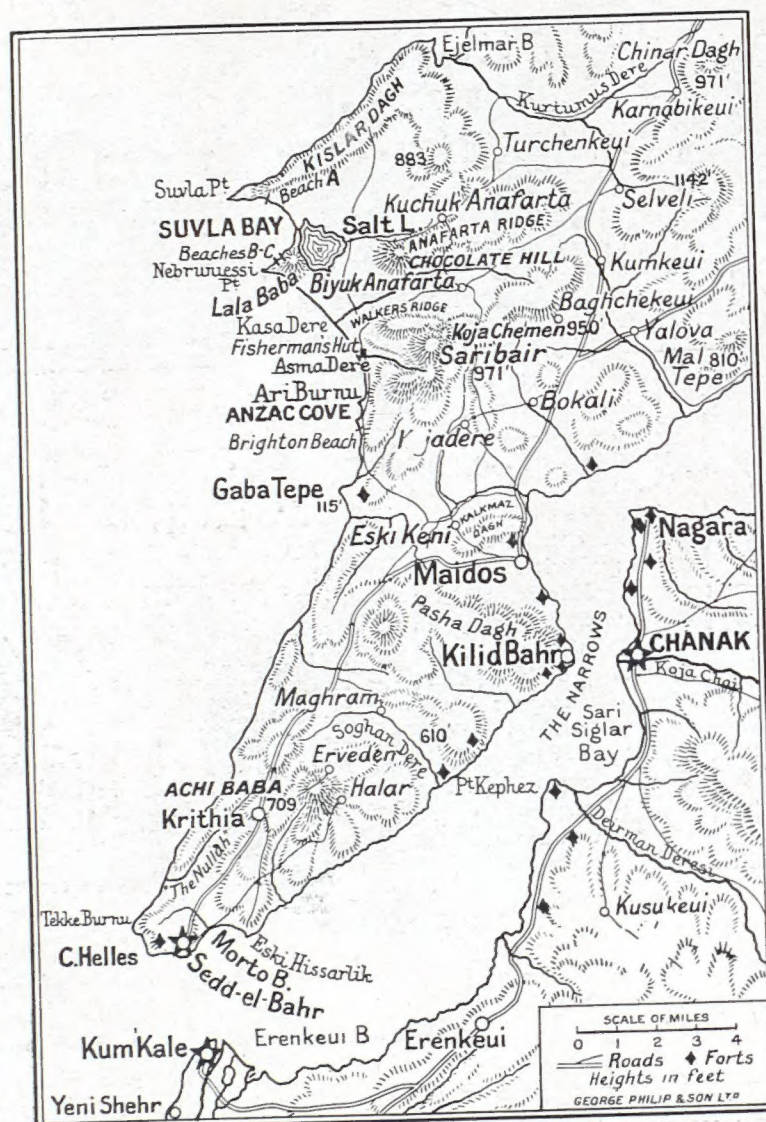
Sergeant Richards was selected by his comrades as one of those who showed most bravery in the landing at Cape Helles.—Captain Liddell was severely wounded while flying, and his machine fell nearly 3000 feet, but he recovered control and returned. He has since had a leg amputated, and is in a critical condition. A remarkable portrait of him appears on another page. Private Mariner crept at night through

German wire entanglements and bombed a machine-gun.—Captain Foss, leading eight men, captured a position and 52 prisoners at Neuve Chapelle.—Captain Butler (Pioneer Company, Gold Coast Regiment) twice showed conspicuous bravery in the Cameroons.—Captain Hawker attacked and defeated single-handed three powerful German aeroplanes.—[Photos, by Central Press, Ball, Vandyk, Photopress, and Lafayette.]



to get. Riga, of course, is a disappointment as yet. The very sharp naval thrashing which, in spite of their Delphic denial, they undoubtedly received at the hands of the Russian fleet and the British submarines, will lead them to reconsider their plans, and relegate the task of its capture to the military wing of their forces. Still, they will undoubtedly make a resolute attempt to reach Riga, and its capture is a possibility, as is the capture of Vilna, upon which the advance, though clogged and slow, is steady. With Riga, Vilna, Grodno (now under threat), Brest, and Kovel in their hands, the Germans have a formidable line in their possession, and they may be content with the apparent certainty of that, rather than the chances of an adventure deeper into Russia.

However, this remains to be seen. If their ambition stills swings them further to the East, they have before them a problem of infinite difficulty. What the Russians have ready for defence in the country behind Brest, we do not know; but the probabilities are that there is a line somewhere, and that that line will have been constructed with a knowledge taught by the failure of rigid and unadaptable fortifications. Again, how far back that line may be we do not know, but we do know that the further the Germans go into Russia the greater become their difficulties of transport and communication; and while, as it appears, they are now merely complaining of the ineffable Polish mud, they will have to face within a few weeks the supreme heaviness of Russian autumn conditions; and, swiftly following that, the terrors of Russian winter. In those circumstances they will have to oppose an enemy now



THE SCENE OF THE NEW LANDING ON THE GALLIPOLI PENINSULA: A MAP SHOWING SUVLA BAY, THE SALT LAKE, CHOCOLATE HILL, KOJA CEMEN, AND SARI BAIR.

outnumbering them in man-power, who will probably overweight them in all other attributes of military strength as time goes on. The allure of the Russian hinterlands may prove irresistible, but it has elements of fatality in it that should cause the Germans to hold their hands.

There may be, as rumour suggests, another aim for German strategy. This is a concentrated attack on Serbia in the hope of cutting a way down to Constantinople and saving the Turks before strength and ammunition give out in Gallipoli. This new plan of offensive has been hinted before, though never in a manner so circumstantial as now. It is said that Bulgaria, whose country lies in the route of the advance, has been asked to consider well the fate of Belgium, and to make up her mind whether she will resist or acquiesce in the passage of German armies. This new plan has, of course, yet to receive the imprimatur of word and deed; but if such action should come to a head, it is well to remember that Serbia is a country which presents certain physical and military difficulties to headlong success, and, apart from Serbia, the very efficient Roumanian Army would have something to say in a matter which would threaten Roumania quite as much as it would threaten her neighbours.

There has been very little infantry action along the Western front this week, for, apart from further gains on the crests of the Linge and Barrenkopf, the major portion of the fighting has been left to the artillery, which has been heavily and consistently engaged. To this, however, must be added a great deal of aerial activity, carried out in a broad, bold fashion by big squadrons of Allied airmen

[Continued overleaf.]

Jemadar Mir  
positions north  
many wounded  
under fire, pulled





JEMADAR MIR DAST,  
58<sup>TH</sup> COKE'S RIFLES, FRONTIER FORCE.



CORPORAL ISSY SMITH,  
1<sup>ST</sup> BATT<sup>N</sup> MANCHESTER REG<sup>T</sup>



CAPT RICHARD RAYMOND WILLIS,  
1<sup>ST</sup> BATT<sup>N</sup> LANCASHIRE FUSILIERS.



CORPORAL WILLIAM COSGROVE,  
1<sup>ST</sup> BATT<sup>N</sup> ROYAL MUNSTER FUSILIERS.



PRIVATE WILLIAM KENEALEY,  
1<sup>ST</sup> BATT<sup>N</sup> LANCASHIRE FUSILIERS.

FOR VALOUR: ONE INDIAN, ONE IRISH, AND THREE LANCASHIRE RECIPIENTS OF THE VICTORIA CROSS.

Jemadar Mir Dast, the fourth Indian V.C., showed conspicuous bravery during an attack on German positions north of Ypres, remained behind when a gas attack compelled a retirement, and brought in many wounded.—Corporal Cosgrove led his section with great dash near Cape Helles, in Gallipoli, and, under fire, pulled down wire-entanglement posts single-handed.—Corporal Issy Smith showed great gallantry

near Ypres, bringing in wounded men under heavy fire.—Captain Willis and Private Kenealey, along with Sergeant Richards, whose portrait appears on a preceding page, were selected by their comrades of the Lancashire Fusiliers "as having performed the most signal acts of bravery and devotion to duty" at Cape Helles.—[Photos. by Sport and General, Central Press, and News Pictures.]



and with results which, though they cannot be fully assessed, must have been considerable in their success. Practically all these raids were undertaken on Aug. 25, and they are made notable by the large numbers of machines used. The first of these raids attacked the German cantonments at Dannes and Baussant, in the Wœvre, the station and bivouacs at Grande Chatel, Cernay and Fleville in the Argonne, the station at Tergnier, and the aviation centre at Vitry, in Artois, as well as the railway station of Boisieux.



RUSSIAN CITIES AND FORTRESSES IN POLAND OCCUPIED BY THE GERMANS: THE DISTRICT OF WARSAW, BREST-LITOVSK, IVANGOROD, AND OSOVIETZ.

use it as a concentration-point of great danger to us. After the bombing, great fires broke out, and it is fairly certain a vast amount of damage must have been done. While these sixty fliers were at work, sixty-two other aviators were out and invading Germany. These flew over Lorraine and attacked the town of Dillingen in Rhenish Baden. Here a shell and armour-plate factory was bombarded, 150 missiles, thirty being of large calibre, being dropped with great precision. This

This was but a prelude of the great work done by the machines along the fronts of the West. At the same time, sixty British, French, and Belgian aviators (they included fliers from the French and British Navies) flew over the Forest of Houthulst, and bombarded it strenuously. This forest has always been a point of vantage, and the Germans have been able to

same flotilla also threw bombs on the railway at Offenbourg, a junction of some importance, controlling as it does the Strassburg railway on the right bank of the Rhine. On these two great raids, only four machines seem to have been hit, a poor retort for the enormous damage that must have been done. The flights, indeed, must have been magnificent, and even more notable than ordinary raiding-attacks, for the aviators seem to have developed their craft to the excellent degree of flying and fighting in squadrons. The Germans have done nothing approaching this planned composition of attack, while the Allied airmen seem able to do better in co-operation each time. Their air-fleets are, indeed, approaching that degree of massed manœuvre which makes our Navy so formidable a

quality. And the Germans have no Kiel Canal for their air fleet. Even apart from this grouped attack, the smaller attacks have also done excellently. On the night of the 25th, another squadron dropped 127 bombs on the important station of Noyon; on the 26th a successful raid was carried out against the poison gas factory at Dornach; on the 27th Baden was visited again and the station and electric works of Mulheim were bombed; and the latest and finest exploit is that of a single airman who sank a German submarine. This was the feat of Squadron-Commander Arthur W. Bigsworth, R.N., who attacked the submersible off Ostend. Single-handed,

(Continued overleaf.)



THE SCENE OF RUSSIA'S NAVAL VICTORY: THE GULF OF RIGA, SHOWING PERNAU, OFF WHICH, IT IS SAID, GERMAN SHIPS ATTEMPTING A LANDING WERE SUNK.

THE SCENE  
Suvla Bay (north)  
and made a new  
"Anzac" Cove,  
movement, pub





THE SCENE OF A NOTABLE STRATEGIC MOVE AT THE DARDANELLES: SUVLA BAY, WHERE A NEW LANDING WAS EFFECTED IN AUGUST.

Suvla Bay (north of "Anzac") is where a fresh army landed at the end of the first week of August, and made a new and important descent on the Turkish Gallipoli positions further up the coast than "Anzac" Cove, where the Australasians first landed. Sir Ian Hamilton, in his earlier report on the new movement, published on August 20, referred to it in these terms: "Elsewhere a fresh landing was

successfully effected and considerable progress made." In his report of August 19 he named Suvla Bay as the place. Sir Ian stated that the position there was held by the left wing of the main Australasian corps at "Anzac," and that, after gaining 500 yards, they had been heavily counter-attacked, but had been able to maintain their ground satisfactorily, and to consolidate their holding firmly.—[Photo. by L.N.I.]

ction of  
y on the  
machines  
hat must  
cent, and  
ors seem  
l fighting  
s planned  
better in  
hing that  
midable a



Y: THE GULF  
I, IT IS SAID,  
WERE SUNK.

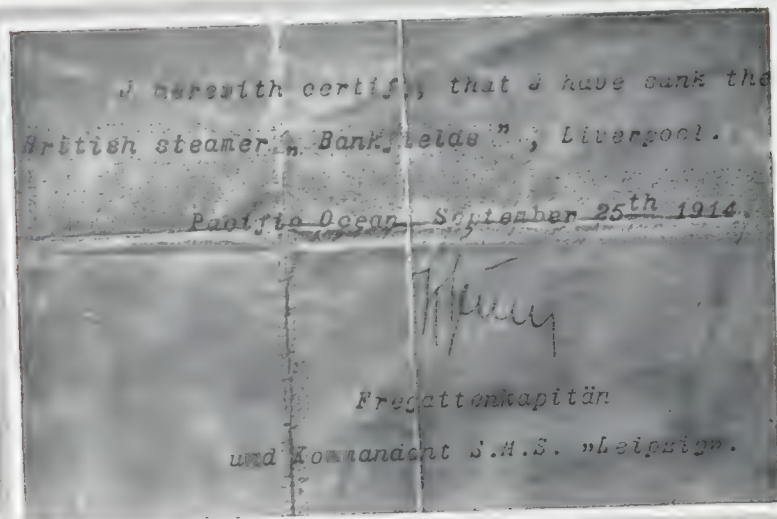


he dropped his bombs on to it with such effect that the vessel was soon seen to be a complete wreck. She sank before she could reach safety.

On the Carso plateau, about Gorizia, and among the approaches of Tolmino the Italian advance, though forced to a slower pace, still gives satisfaction to those most exacting of experts, the Italian commanders. Higher up, too, this unceasing approach has brought the Italians within striking distance of Tarvis, and that important centre is brought into the zone of imminent capture. Trent and the valleys leading to it have also been subjected to the steady application of advance. In the Tonale region, too, progress has been more pronounced.

There is little that is new from Gallipoli, though the official account of the fighting that gave us our new front at Suvla Bay has now been published. The report shows us that the plan, brilliant in conception, met with splendid success in its initial movements, though slowness caused it to fail in attaining its supreme objective. The landing at Suvla Bay was carried out without grave loss, and, in spite of the partial failure, a

new front of twelve miles was won to a depth of two and a half miles after stiff fighting. In the meantime, the force at "Anzac" had moved out in co-operation, and there was some magnificent work done on the Sari Bair and Chunuk ridges which dominate the region. These summits were actually carried, but, owing to the failure of the new landing, the gains had to be given up. However, during the next few days many good positions fell into our hands, and the line was connected up.



A REMARKABLE DOCUMENT: A GERMAN CERTIFICATE OF SINKING HANDED IN MID-OCEAN TO THE CAPTAIN OF A BRITISH MERCHANTMAN.

This remarkable certificate was given by the commander of the German cruiser "Leipzig" to the captain of the s.s. "Bankfields" when the latter was sunk in the Pacific last September, probably that the captain might prove the loss to his owners. The "Leipzig" was afterwards sunk in the Falklands battle. The photograph has just reached this country.—[Photograph by Topical.]



A MEMORIAL TO A GALLANT BRITISH SAILOR: THE TABLET TO THE LATE REAR-ADMIRAL CRADOCK.

Rear-Admiral Sir Christopher Cradock went down in his flag-ship, the "Good Hope," when that ship and the "Monmouth" were sunk off Coronel, Chile, by the German squadron afterwards sunk off the Falklands. The memorial is to be set up in the parish church of the late Admiral's family place in Yorkshire. The tablet, which is of Athenian marble, was designed by Mr. W. S. Weatherley.

The sea does not give us news so splendid as the Riga battle of last week, but there are several items of interest. The chief of these tells of the appearance of an Allied fleet off the coast of Belgium, the shelling of much-bombarded Zeebrugge and the coastal defences. About the same time a couple of French torpedo-boats caught a German destroyer off Ostend and sank it very swiftly. An interesting point in the naval war is the statement that, as a result of the American anger over the sinking of the *Arabic*, the Germans are inclined to modify submarine warfare as far as passenger ships are concerned. If this should prove a fact, then the "frightfulness" party, of which Admiral Tirpitz is the head, has received a severe snub.

LONDON: AUG. 30, 1915.

W. DOUGLAS NEWTON.





**"AN INCREDIBLE FEAT" : CAPTAIN JOHN AIDAN LIDDELL, AFTER BEING WOUNDED DURING THE GREAT FLIGHT WHICH WON HIM THE V.C.**

Captain John A. Liddell, of whom we give a unique photograph, taken just after the dressing of his wound and showing him with the happy smile of the man who has "made good," won the Victoria Cross by a feat which the official report recognises as seeming incredible. It says: "On July 31, when on a flying reconnaissance over Ostend-Bruges-Ghent, he was severely wounded (his right thigh being

broken), which caused momentary unconsciousness. By a great effort, he recovered partial control after his machine had dropped nearly 3000 feet, and, notwithstanding his collapsed state, succeeded, although continually fired at, in completing his course. . . . It would seem incredible that he could have accomplished his task." It was for this that Captain Liddell, Argyll and Sutherland Highlanders and R.F.C., was awarded the V.C.





LIKE THE SPARTANS OF THERMOPYLÆ: THE IMPERIAL LIGHT HORSE WAR-MEMORIAL. This is the inscribed memorial cross which the men of the Imperial Light Horse of South Africa have erected in memory of their comrades who fell during General Botha's recent victorious campaign. The words were obviously inspired by the inscription over the grave of Leonidas and the Three Hundred: "Go, tell the Spartans, thou who passest-by, That here, obedient to their laws, we lie."—[Photo. by Fleet.]



SUGGESTING A MELODRAMATIC "VILLAIN": A HIGHLANDER IN GAS-MASK AND GOGGLES. With the appropriate background of a wall through which a German shell has made a gaping hole, this fearsome-looking figure might pass well for a Scottish villain in melodrama! Instead, we see one of the men of a Highland regiment now at the front wearing his anti-poison-gas mask with the goggles of talc supplied to preserve the eyes from the effect of the deleterious fumes.—[Photo. by Illus. Bureau.]

The Germ  
theatre of  
Alpini, at  
"Napoleon





THE AUSTRO-ITALIAN MOUNTAIN WARFARE: A NARROW ALPINE LEDGE PATH BLOCKED BY A FORMIDABLE AUSTRIAN BARRICADE.

The German paper from which this illustration is taken describes it thus: "From the Austro-Italian theatre of war. An Austrian path-barrier" (*Wegsperre*). Describing the wonderful work of the Italian Alpini, artillery and engineers, in this campaign among the mountains, Mr. W. T. Massey writes: "Napoleon, in crossing the Alps, conquered natural difficulties; he did not beat a foe. The Italians

are not only conquering the Eastern Alps; they are defeating an enemy fully prepared to oppose their advance, holding fortresses armed with guns dominating the valleys and entrenched in positions so strong that no commander with any doubts as to his troops would think of attacking them. . . . To-day we see Italian troops well inside the frontier." The Alpini think little of scaling crags 10,000 feet high.

D GOGGLES.  
ing hole, this  
e see one of  
h the goggles  
[*Illus. Bureau.*]





**BELGIANS AND THE ANNIVERSARY OF THE BATTLE AT HAELEN: INHABITANTS OF THE VILLAGE AT THE BELGIAN SOLDIERS' CEMETERY.**

The first anniversary of the battle of Haelen, in the neighbourhood of Diest, was observed by the Belgian inhabitants as a day of mourning for their fallen fellow-countrymen who died in action on August 12, 1914, while successfully defending the bridges over the Dyle. The enemy garrison of Haelen and neighbourhood, as we illustrate opposite, kept the day by a military memorial service and visits to the German

soldiers' cemetery on the battlefield. Above are seen members of the local inhabitants' procession to the Belgian soldiers' cemetery at Haelen, which, after passing through the village, proceeded to the cemetery with wreaths and floral emblems to deposit on the graves marking the last resting-place of their devoted compatriots.—[Photo. by Vereenigde Fotobureaux.]

GERMAN  
The fallen  
in the ne  
on the b  
storm the



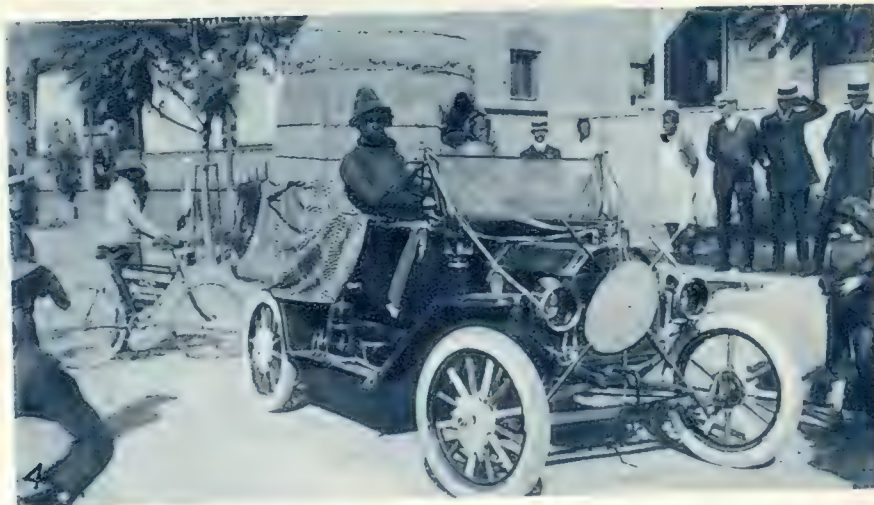
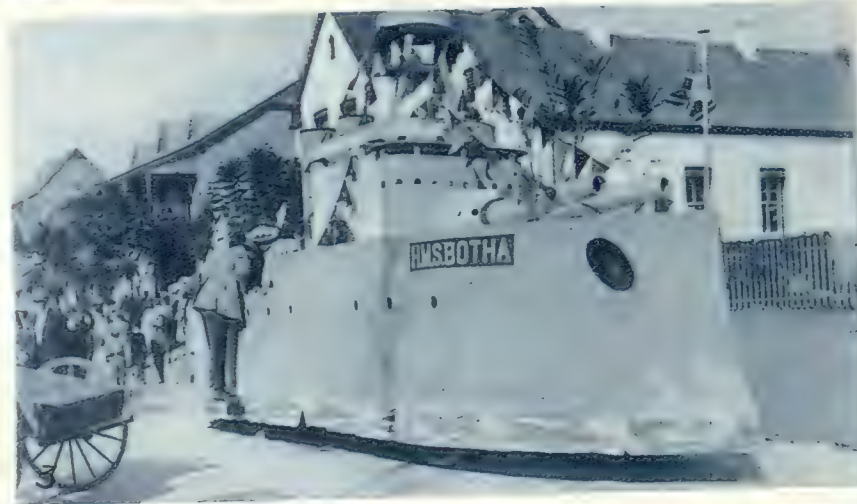


**GERMANS AND THE ANNIVERSARY OF THE BATTLE AT HAELEN: SOLDIERS OF THE LOCAL GERMAN GARRISON VISITING THEIR OWN MILITARY CEMETERY.**

The fallen Germans of the Division that attacked the Belgian force holding the bridges over the Dyle in the neighbourhood of the village of Haelen, near Diest, in Belgium, on August 12, 1914, are buried on the battlefield, in a cemetery enclosure on the outskirts of the village. The Germans attempted to storm the bridges, but were defeated. The first anniversary of the day was kept by the German troops garri-

soning Haelen and the district round by a military memorial service in the village, which was followed by visits to the cemetery. In the illustration above, we see some of the German military, as well as a German widow of one of the dead, while at the cemetery; where, also, for the occasion, the sentries of a Hussar regiment mounted guard at the enclosure-gate.—[Photo, by Vereenigde Fotobureaux.]





**THE CONQUEST OF GERMAN SOUTH-WEST AFRICA: GENERAL BOTHA AT PRETORIA; AND ONE OF THE BOWMEN OF THE OPPRESSED HEREROS.**

After his great welcome at Cape Town, already illustrated in these pages, General Botha went, on July 30, to Pretoria, where he spoke at the Union Buildings. In the evening a procession with decorated cars took place. In one speech after his return, General Botha recalled the Herero Rebellion, suppressed so cruelly by the Germans, who killed 21,000 Hereros on the pretext that they had massacred German women and children, whereas only one murder (that of a child) had been committed. Our photographs show: (1) A captured Herero scout exhibiting his prowess with bow and arrow (the only weapon allowed him by the Germans) to an advance-patrol of Botha's army; (2) General Botha speaking in the Amphitheatre, Union Buildings, Pretoria; (3 and 4) Decorated cars in the procession.

This photo  
with his  
of hazel  
and ben





THE DIVINING-ROD USED IN THE WAR: A WATER-SEEKER WITH THE GERMAN ARMY IN THE EASTERN THEATRE.

This photograph, taken from a German paper, appeared with the following description: "A water-seeker with his divining-rod in the Eastern theatre of war." The wand usually consists of a forked branch of hazel, or a Y-shaped metallic rod. It is held by its two prongs, and is believed to twist or quiver and bend towards the place where the water is. The use of the divining, or "dowsing," rod (called

in Latin, *virgula divina*, or *baculus divinatorius*, and sometimes known as Mercury's wand) dates from very ancient times. The custom is more or less superstitious, but it is believed by some to have a scientific basis, and is still practised even in modern times. It was formerly used also to search for buried treasure or metal ore, and, on special occasions, even for the detection of criminals.



## Little Lives of Great Men.

XXXIII.—GENERAL SIR LESLIE RUNDLE.

GENERAL Sir Leslie Rundle, a brilliant leader in the Great War, was Governor and Commander-in-Chief at Malta when appointed to his new work. He had held that office since 1909. Sir Henry Macleod Leslie Rundle, to give him his full and less-known name, is one of that group of eminent soldiers who, through the hard school of the earlier and later South African campaigns and in Egypt, gathered the experience which to-day makes them the bulwarks of the Empire. Sir Leslie, a Devon man, was born at Newton Abbot on Jan. 6, 1856, and is the second son of the late J. S. Rundle, Captain R.N., and Renira Catherine, daughter of the late W. W. Leslie, Commander R.N. He was educated at the Royal Military Academy, Woolwich, from which in 1876 he passed into the Royal Artillery. He saw his first active service in the South African War of 1879-81, the Zulu campaign, and the Transvaal campaign. He was present at the battle of Ulundi, and for his services there was mentioned in despatches and received the medal with clasp. At Potchefstroom he was again mentioned in despatches and was wounded. The year 1882 saw Lieutenant Rundle in Egypt. He took part in the battle of Tel-el-Kebir, and won the medal with clasp and the Bronze Star. During the Soudan expedition of 1884-5 he was employed with the Egyptian Army, and won further mention and decoration. The year 1885 also brought him his Captaincy and a brevet majority, and in the subsequent operations in the Soudan he was with



GENERAL SIR LESLIE RUNDLE, G.C.B., G.C.V.O., K.C.M.G., D.S.O.,  
A BRILLIANT LEADER IN THE GREAT WAR.

Photograph by Lafayette.

the Frontier Field Force as Assistant-Adjutant-General and commanded the mounted troops in the action of Sarras. These services again won him honourable mention, the D.S.O., and the Third Class of the Osmanieh. At the battle of Toski, in 1889, Sir Leslie commanded the Artillery, and gained more honours and the brevet of Lieut.-Colonel. Two years later he was present at the capture of Tokar, and was again distinguished. He accompanied the Dongola Expedition of 1896 as Chief of Staff, fought at the action of Ferket and Hafir, added to the already great number of his decorations, and was promoted Major-General. Sir Leslie saw the reconquest of the Soudan through to the end; he played a most brilliant part at the battle of Omdurman, was three times mentioned in despatches and received the thanks of both Houses of Parliament, the medal with two clasps, and was created a Knight Commander of the Bath. In the South African War he commanded the 8th Division, was wounded, won many more distinctions. His chief commands have been the Egyptian Artillery, the Adjutant-Generalship of the Egyptian Army; he has been Deputy-Adjutant-General to the Forces, and held successively the command of the South-Eastern and the North-Eastern Districts, and also the Northern Command. He holds the K.C.M.G., the G.C.B., and the G.C.V.O. He is a Knight of Grace of St. John of Jerusalem, has been Honorary Colonel of the 3rd Battalion of the Buffs, Colonel-Commandant of the Royal Artillery, and is a Pasha in Egypt. In 1905 he was promoted Lieut.-General, and General in 1909. Into his fifty-nine years he has crowded a sufficiency of glorious life.

DE  
The disab  
by the B  
near Sed  
side. Th





DEALT WITH BY THE "QUEEN ELIZABETH": A TURKISH 10-INCH KRUPP GUN IN A SILENCED DARDANELLES FORT AT SEDD-UL BAHR.

The disabled 10-inch Krupp coast-defence gun shown in the above photograph was found in that state by the British, permanently put out of action, in one of the Turkish forts on the Gallipoli Peninsula, near Sedd-ul Bahr, at the entrance to the Dardanelles waterway on the Cape Helles, or the European, side. The fort of which the gun, with another, formed the main armament, was one specially engaged

during the preliminary operations of forcing the entry into the Straits. It was specially attacked and silenced by the "Queen Elizabeth" (as the Admiralty *communiqué* states), and it was "Big Lizzie's" 15-inch shells bursting near by inside the Turkish works, if not a direct hit, which effected the disruption of the gun-mounting, rendering the weapon useless, and causing the wreck the photograph shows.





WITH THE N. RHODESIAN RIFLES: OX-DRAWN TRANSPORT CROSSING THE LUSENFWA. These photographs come from a member of the Mobile Column of the Northern Rhodesian Rifles, who writes: "We mobilised at Broken Hill, N.R., and thence trekked north to the German frontier, a matter of 529 miles. As far as I am aware, this is the longest march as yet taken by any of the British forces to the scene of action in the present war, and is no mean achievement, taking into consideration



WITH THE NORTHERN RHODESIAN RIFLES: BRIDGE-BUILDING ACROSS THE LUSENFWA. the various difficulties encountered—heavy tropical rains, swollen rivers, tsetse fly, etc., and many other adversities met with in tropical climates. All our transport was conveyed by means of oxen, and we averaged ten miles a day right through the whole trip. The force is under the command of Major Boyd A. Cunninghame, to whose able management the successful ending of our journey is to be attributed."

In our ab  
which ou  
Northern  
Southern





ONE OF OUR SUBSIDIARY WARS IN AFRICA: THE NORTHERN RHODESIAN RIFLES BUILDING A BRIDGE OVER THE LUSENFWA RIVER.

In our absorption in the great campaigns in Europe, we are apt to overlook the various subsidiary wars which our gallant colonists are conducting in various parts of the world, especially in Africa. Both Northern and Southern Rhodesia responded nobly to the call of the Empire. A strong force from Southern Rhodesia fought under Botha in German South-West Africa. In Northern Rhodesia also a

volunteer force was raised. In the "Times" of March 20, a Rhodesian correspondent wrote: "Censorship regulations forbid me saying anything further in regard to the plans of the combined Northern Rhodesian and Belgian force, but it may be mentioned that . . . in the recent fighting on our northern border was the repulse of an attack on Fife by some 300 German troops with one gun and three Maxims."

LUSENFWA.  
and many other  
oxen, and we  
and of Major  
be attributed."





ONE OF BRITAIN'S SEVEN CAMPAIGNS: NAVAL AND OTHER GUNS AT WORK IN A GERMAN COLONY "HALF LARGER THAN GERMANY."

The Cameroon, Mr. Bonar Law said recently, "is a very large territory, about half larger than Germany. . . . In Africa, as in Europe, the Germans were much better prepared for war than we. They had superiority in artillery, and still more in machine-guns and ammunition, and in Cameroon they actually had two aeroplanes. Fortunately, our people acted so quickly that they seized them and sent

them on to South Africa." A few days ago an official account was published of the surrender of Garua, in the Cameroon. Our photographs, sent by a British officer of a Nigerian regiment, show: (1) Unlimbering a light field-piece (similar to an Indian mountain-gun); (2) Mounting it; (3) Laying a Naval 12-pounder on the Yaunde Road; (4) Firing it.

Reviewing r  
"Immediate  
against the  
In November





# BRITONS AND NATIVES FIGHTING THE GERMANS IN THE

Reviewing recently the progress of our colonial wars, Mr. Bonar Law, the Colonial Secretary, said: "Immediately on the outbreak of war, the Nigerian Government made vigorous and elaborate preparations against the [Cameroon] colony, in which they were assisted by large forces from the French dominions. In November the capital of the Cameroon was taken. . . . The native levies . . . have everywhere

## CAMEROONS: A LIGHT FIELD-PIECE IN ACTION AT JABASSI.

acted with great gallantry. . . . As an example . . . during one of those fights the tripod of a machine-gun was blown away, and two privates of the West African Frontier Force at once allowed themselves to be used as the legs of the machine-gun, which was used effectively till the enemy were driven away."





**AS IT SHOULD BE! PATRIOTIC CANADIANS "SCRUMMING" INTO A RECRUITING OFFICE AT OTTAWA IN THEIR EAGERNESS TO ENLIST.**

An excellent idea of the enthusiasm with which Canadians have answered the call of the Empire is afforded by this photograph, which shows the rush for first place on the opening of the doors of a recruiting office at the Royal Bank of Canada in Ottawa. The scene suggests a Rugby football "scrum," or a pit door at a London theatre before the days of police-regulated queues. Obviously, there is no hanging back among the young men of Canada, and their enthusiasm should set an example. Not but what there has been a splendid response to the demand for recruits in this country. Still, as we have lately been told, many more are needed, and those who have not yet come forward might well be stirred by this proof of patriotism from the great Dominion.

In celebr  
the Rus  
in Ches  
promote





LONDONERS' APPRECIATION OF THE RIGA VICTORY: THE PUBLIC DEMONSTRATION BEFORE THE RUSSIAN EMBASSY IN CHESHAM PLACE.

In celebration of the Russian naval victory in Riga Bay, an enthusiastic demonstration took place outside the Russian Embassy in London, and, although little notice had been given, a large crowd assembled in Chesham Place. One of the Lord Mayor's recruiting bands attended; and the motor-car, with the promoter of the demonstration, Mr. Alfred Dent, of the Stock Exchange, was decked with the Russian

flag flanked by British ensigns. Count Benckendorff, the Russian Ambassador, appeared on one of the balconies and expressed his deep appreciation of the sympathy and friendship evidenced by the demonstration. Hearty cheers for the Russian Emperor and for the King, and the playing of the national anthems of Russia and England by the band, closed the proceedings.—[Photo. by Illustrations Bureau.]





A BUSH FIRE ROUTING OUT BOTH BRITISH AND TURKS: ENEMY SNIPERS AT THE DARDANELLES DRIVEN FROM THEIR LURKING PLACES AND

Among the many dramatic incidents of the fierce fighting on land at the Dardanelles, the fiery episode illustrated, which was described by Mr. Ashmead Bartlett in one of his letters, stands out as being of exceptional interest. It was on August 9 when the Australians and New Zealanders attacked Anafarta Ridge, east of Sari Bahr, held by fresh Turkish troops. The intervening broken ground was crammed with snipers, many of them local peasants, lavishly supplied with ammunition and knowing every foot of the locality. "A strong north wind was blowing, and, either by accident through bursts diagonally across our front and from amongst the scrub and trees





ES DRIVEN FROM THEIR

t in one of his letters, stands  
kish troops. The intervening  
orth wind was blowing, and,

LURKING PLACES AND HUNTED OUT BY THE BULLETS AND BAYONETS OF "ANZACS."—DRAWN BY R. CATON WOODVILLE.

either by accident through bursting shells, or by design of the Turks, the scrub caught fire in several places, and the flames spread with amazing rapidity. The smoke and flames swept diagonally across our front and forced our infantry to abandon their advance positions. It was a weird sight, for in all directions you saw Turkish snipers and British infantry crawling out from amongst the scrub and trees and hedges where they had been lying invisible, and crawling or running to get out of the track of the flames and dense black clouds of suffocating smoke."





**THE POWERFUL EFFECT OF A FRENCH GRENADE: AN EXPLOSION PHOTOGRAPHED.**  
This interesting photograph, taken at the moment of bursting of a French grenade, suggests what mischief it would cause inside a German trench. The scope of the explosion may be judged by comparing it in size with the group of men seen sitting in a hollow slightly nearer to the camera, and to the right of the wooden building in the centre of the photograph.—[Photo. by Illustrations Bureau.]



**A SHELL-BURST IN A WRECKED AUSTRIAN FORT: A REMARKABLE SNAPSHOT.**  
Under the heading, "Scenes with the Italian Army," our correspondent who supplies the above photograph writes: "The photograph shows the remains of a destroyed cupola fortress. The fort was silenced at the opening of the war, and was hit only once by a shell from the new 305 Italian howitzer." Against the Austrians, the Italian artillery has proved itself extremely efficient.—[Photo. by Topical.]

The explosion  
rain subse  
shell burst  
news of th





**THE IMMENSE EFFECT OF A BIG EXPLOSIVE SHELL: A CRATER ON THE BELGIAN FRONT FILLED WITH RAIN-WATER.**

The explosion of a single big shell caused the huge hole in the ground shown in this photograph, and rain subsequently filled the "crater," converting it into a pond. What would be the effect of such a shell bursting in a Belgian trench or among a body of troops, may be left to the imagination. Recent news of the Belgian Army concerns its aviation service. A Paris *communiqué* of August 26 said: "A

bombardment by aeroplanes of the French, British, and Belgian Armies and the French and British Navies, acting in concert—sixty aeroplanes in all—was effected against the Forest of Houthulst, where several fires broke out. All the aeroplanes returned." It may be recalled that King Albert recently visited the French armies in the field, thus returning President Poincaré's visit.—[Photo. by C.N.]





**MORE REALISTIC THAN CLEOPATRA'S NEEDLE! A CHIMNEY "EYED" BY A SHELL.**  
Many curious effects upon buildings have been produced by bombardment. One of the strangest is that illustrated in the above photograph, which shows a hole made by a German shell clean through the top of a tall chimney at Ramscape'le, a village near Nieuport, in Belgium, giving it the appearance of a colossal needle. The chimney, it is said, has since broken in half.



**A CROSS OF SHELLS: A FRENCH ARTILLERYMAN'S GRAVE AT COXYDE.**  
The decoration of the graves of soldiers fallen in the war has led to curious forms of tombstones. The cross of this grave of a French artilleryman at Coxyde, near Nieuport, is, with grim appropriateness, formed of 75 mm. shell-cases, the centre one hammered into the required shape. Similarly, over the grave of a Russian airman was set up, as a cross, the propeller of his aeroplane.

The family  
nationality  
fighting ag  
in "invisi





A FRENCH ZOUAVE BEING DRESSED FOR DUTY! WINDING-ON THE WAIST-SASH WITH THE AID OF A COMRADE.

The familiar, picturesque appearance of the French Zouaves—it is necessary to be particular as to the nationality, for the Turkish Army has several "crack" regiments called Zouaves, some of which are fighting against the Allies in Gallipoli—has been modified of late by the general re-clothing of the Army in "invisible" grey. Gone are the bright blues and yellows and crimsons of the Zouaves' uniform of last

year and of previous years, ever since the famous corps was first organised after the French conquest of Algeria eighty years ago. But the shape and details of the uniform remain as hitherto; the fez-shaped cap, the short cut-away jacket, the voluminous cummerbund or girdle, the baggy trousers. The only difference is that the garments are all of one colour.





**LORD KITCHENER'S EAGLES: OMENS OF VICTORY OVER GERMANY ON THE GATEWAY OF BROOME PARK, THE WAR SECRETARY'S COUNTRY SEAT.**

The entrance-gateway to Broome Park, Lord Kitchener's country seat, near Canterbury, is known to the country folk of the locality as "The Eagles." The name, of course, is suggested by the two statuesque eagles topping the pillars of the gateway, as seen above. Some former owner of the property erected them for ornamental or heraldic reasons and they remain, although eagles form no part of Lord

Kitchener's armorial bearings. Passing bodies of troops are said to be much interested in the eagles, the soldiers apparently seeing some fanciful resemblance to the black Prussian bird of prey which Lord Kitchener is doing his part in striking down. The resemblance is really very close to the typical Napoleonic eagle, which humbled Germany to the dust. May the omen hold now!—[Photo. by L.N.A.]

An honour  
the eyes of  
and appro  
introduced





**DECORATING A HERO IN THE TRENCHES: A FRENCH COLONEL GIVING A SOLDIER THE WAR CROSS IN THE FIRING-LINE.**

An honour, or decoration, conferred on the actual field of battle has an immensely enhanced value in the eyes of every soldier over one presented elsewhere, a fact which no martial nation understands better and appreciates more thoroughly than our Allies the French. Such presentations were originally introduced by Napoleon, who, on the day after a battle, invariably visited the regiments engaged and

distributed the decorations won. The Napoleonic precedent has ever since been, wherever possible, a French Army's regulation practice. In the photograph we see the ceremony of conferring the "Croix de Guerre" taking place at the hands of a regimental Colonel specially deputed personally to decorate the recipients in the trenches where the distinction was won and in the presence of comrades.

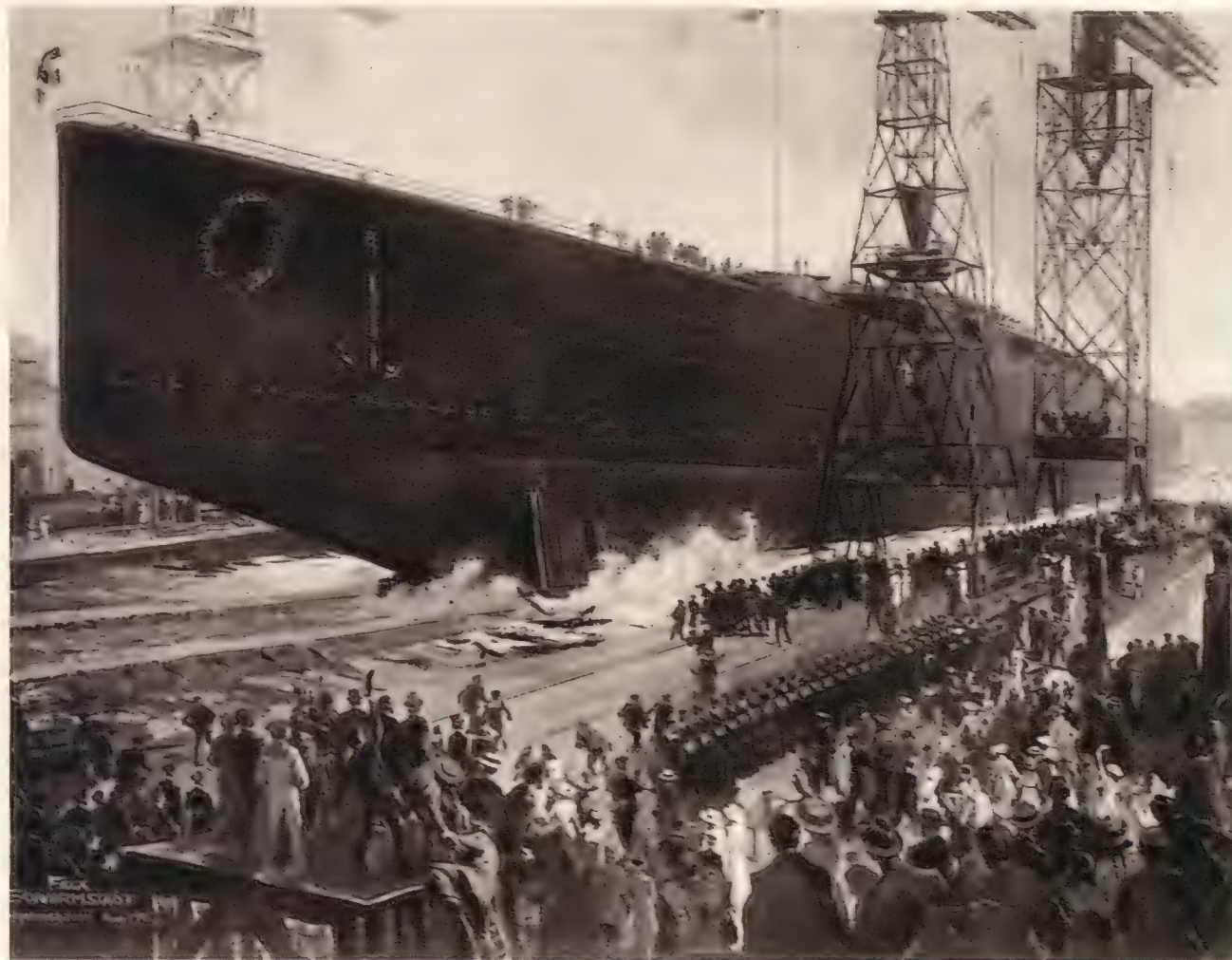




**BREAD FOR THE AUSTRIANS FIGHTING IN THE ALPS: AN IMPROVISED FIELD-BAKERY OVEN BUILT OF MATERIALS FOUND ON THE SPOT.**  
We see here part of one of the Austrian Field Bakery Stations in the Alps (where the fighting with the Italians is going on), with its improvised bread-ovens as constructed on the spot, with clay and stones and materials at hand in the neighbourhood. Each of the Austrian Army Divisions is equipped with sixteen field-ovens capable of furnishing 12,000 rations daily, the ovens being transported with the troops on four-horsed field-bakery wagons. They are heavy sheet-iron affairs, and in the Alpine districts, owing to the difficult nature of the ground and the extended front over which the fighting is proceeding, often where goat-herd paths are the only roads, the regulation bakery-ovens have, on occasion, to be replaced by such temporary structures as those shown above.—[Photo. by Alfieri.]

The Kaiser  
(hitherto k  
wife christ  
"I ask you





THE KAISER'S LATEST COMPLIMENT TO THE GERMAN IDOL: THE LAUNCH OF THE ARMoured CRUISER "HINDENBURG."

The Kaiser gave the name of the German popular idol, Marshal von Hindenburg, to an armoured cruiser (hitherto known as the "Ersatz Hertha") launched at Wilhelmshaven on August 1. The Marshal's wife christened the ship. On the day of the launch von Hindenburg sent the Kaiser this telegram: "I ask your Imperial and Royal Majesty to-day, on the day of the launch of the great cruiser, 'Ersatz

Hertha,' to allow me humbly to lay at the feet of your Majesty my deeply appreciative thanks for the honour done me in ordaining that a noble vessel of your Majesty's Navy shall bear my name. My inmost wish, with the fullest confidence, is that the cruiser may always be a trusty servant of its Imperial Lord and ever watch over the safety and honour of the Fatherland."

SPOT.

Alpine districts,  
is proceeding,  
occasion, to be





**HOW THE DESTRUCTION OF THE WARSAW BRIDGES IMPEDED THE GERMANS: ENEMY TROOPS COMPELLED TO FERRY ACROSS THE VISTULA.**  
 Before quitting Warsaw, the Russians carried off all the stores and metal in the city, and destroyed everything else that could advantage the enemy. To hamper and delay the Germans beyond the Vistula, they broke down all the bridges connecting the city, on the western bank, with the suburb of Praga, on the eastern. The railway bridge seen in the photograph above, with its two centre spans wrecked, was rendered incapable of service in order to break the connection in the railway system linking Warsaw with Petrograd and Kieff. Our photograph (reproduced from a German paper) shows how the demolition compelled the enemy to ferry their troops over. Other Germans were shown in last week's issue throwing a pontoon bridge over the river, their only other means of crossing.

How thorough  
 modernised  
 Polish capital  
 strikingly shown





THE SACRIFICE OF WARSAW : FORT No. 6, BLOWN UP BY THE RUSSIANS, AS THE GERMANS FOUND IT.

How thoroughly the Russians carried out their self-imposed duty of wrecking the defences of Warsaw, modernised fifteen years ago at an immense cost, as soon as the necessity of the evacuation of the Polish capital was apparent, this photograph, which is reproduced from one of the German papers, strikingly shows. It represents the condition of one of the ten outer forts of the city on the western

bank of the Vistula, as the Germans found it, blown up and shattered by the explosion of its magazine. The fort in question is stated by the German paper to be Fort No. 6 (Fort Skorose was its Russian name), situated some five miles outside the city, and seven from the bridges over the river. Others of the forts are visible on the sky-line in the distance, on the plain beyond.

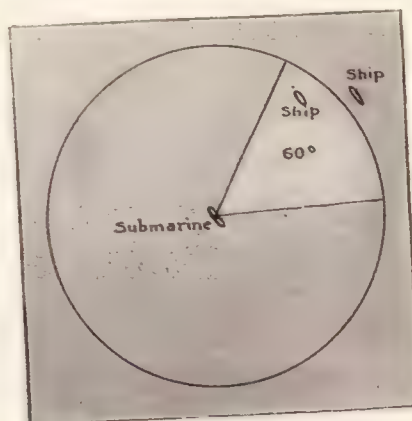
VISTULA.

linking Warsaw  
w the demolition  
ast week's issue



## HOW IT WORKS: XXXIII.—THE SUBMARINE.

THE work accomplished by the submarine fleets of the belligerent Powers during the present campaign has caused the design, equipment, and tactics of these vessels to become a matter of keen public interest. The modern submarine vessel is about 176 feet long, and has a beam of 22½ feet. It is propelled, when running on the surface (Fig. 1, A), by heavy oil-engines of 2000 horse-power at any speed up to 16 knots per hour. When submerged (Fig. 1, c and d), its screw propellers are driven by electric motors, which receive their power from storage batteries charged, whilst running on the surface, by the engines before-mentioned. The oil-engines cannot be used when the vessel is submerged as they would rapidly use up the air required by the crew for breathing purposes. The speed of this type of boat, when submerged, is about 10 knots, and their cruising range, when on the surface, is about 5000 miles, but when running submerged, 140 knots at 8 knots per hour is about their limit (8 knots = 9·2121 miles). Whilst the above description applies to the latest type of submarine in use before the war, it would not be correct to assume that there is nothing better than this available to-day. As a matter of fact, an improvement has been made, both in speed and range of action, boats attaining 20 knots on the surface, and 12 knots submerged, being now in use. When the commander sights an enemy and, consequently, desires to submerge his vessel in order to



THE RANGE OF VISION THROUGH A SUBMARINE'S PERISCOPE.

An erect image is given to the observer below by the periscope, which has an angle of vision of about 60 degrees. The apparatus has to be rotated for viewing the whole circle of the horizon. In the submerged condition, with the periscope, say, 10 feet above the water, the scope of vision on a clear day with a smooth sea would be about four miles.

escape observation, he allows water to flow into a large ballast-tank situated in the lower part of the hull amidships, until the boat floats in the "awash" position (Fig. 1, B), in which the conning-tower only is above the surface. He then drives the vessel ahead, and at the same time alters the angle of his horizontal rudders, which operation

literally steers the boat below the surface (Fig. 3, the Dive), and keeps it there so long as its speed is maintained, the action of the water on these rudders being the same as that of the air on the planes of an aeroplane when flying, except that the water acting on the top surfaces of the horizontal rudders keeps the boat below the surface whilst the air, acting on the under-side of the planes, supports the aeroplane in the air. The change from the surface to the submerged position occupies about five minutes, the first three being taken up in removing the deck-fittings, etc.

Small "trimming" tanks are fitted—one near each end of the boat; the filling and emptying of which regulate the horizontal position of the vessel as the cargo moves about. The British "E" boats are armed with four torpedo-tubes, and carry six torpedoes and two small Q.F. guns which fold into a recess in the deck when not in use. The guns, when stowed away, are still outside the skin of the vessel, so that it is not necessary that the chamber holding them should be water-tight.

The later types of submarine before-mentioned have six torpedo-tubes and ten torpedoes. [Continued opposite.]

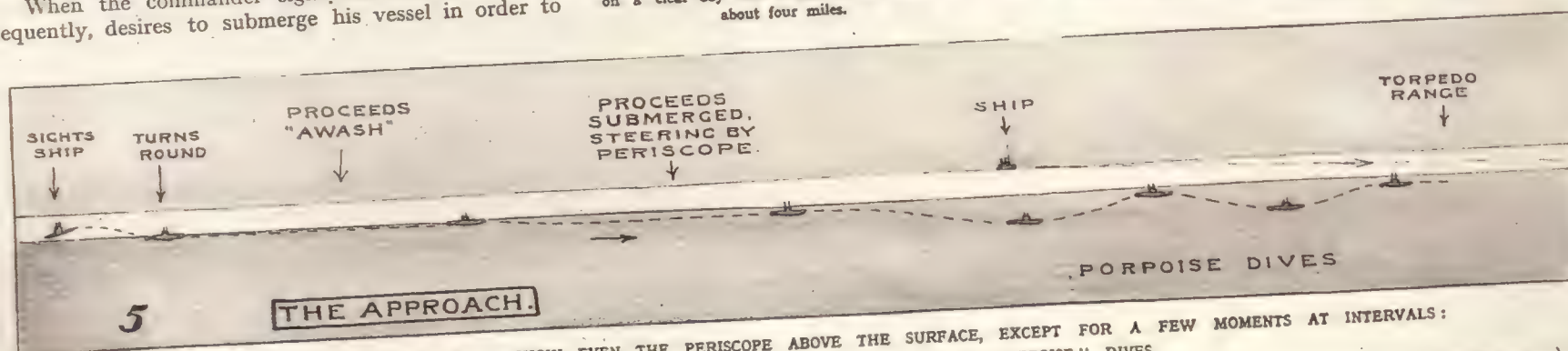
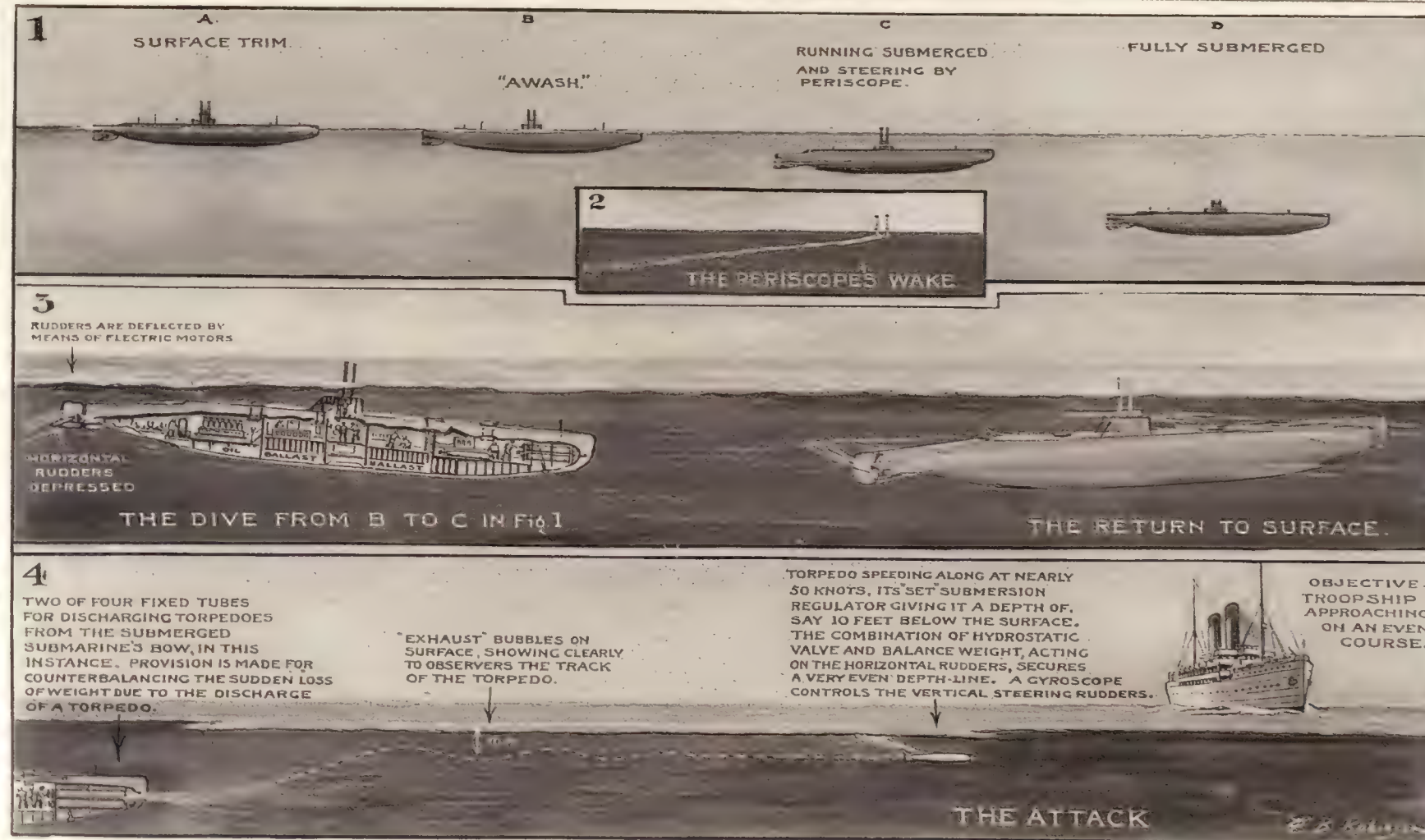


FIG. 5.—WHEN IT IS INADVISABLE TO SHOW EVEN THE PERISCOPE ABOVE THE SURFACE, EXCEPT FOR A FEW MOMENTS AT INTERVALS: A SUBMARINE APPROACHING ITS PREY BY A SERIES OF "PORPOISE" DIVES.





*Continued.* **HOW IT WORKS: DIAGRAMS ILLUSTRATING THE SUBMARINE'S METHOD OF DIVING, RETURNING TO THE SURFACE, AND ATTACKING BY TORPEDO.**

When a submarine commander observes an enemy vessel he submerges his boat whilst still at a distance from his target, and then approaches to a position within a firing-range of, say, 2000 yards (Fig. 5). If the sea be rough, and it is consequently difficult to observe small objects on its surface, he keeps the enemy under continual observation by means of his periscope, a vertical tube projecting above the surface of the water fitted with an arrangement of lenses whose design enables them to project the picture within the field of their object-glass on to a suitable lens under observation inside the vessel. If, however, it is inadvisable to show even a periscope, the object is approached in a series of "porpoise dives," observations being taken when the periscope is above the surface (Fig. 5).—[Drawn by W. B. Robinson.]





"BOSCHES" OFF DUTY: A SKITTLE-ALLEY BEHIND THE TRENCHES.

"A Soldiers' Skittle-Alley, made twelve yards in rear of one of our trenches in the Vosges" is the description beneath the photograph in the German paper from which we reproduce the above illustration. With the enemy, as, elsewhere, with the French and British, there are intervals between the trench-battles during which any diversion to break the monotony of watching and waiting is had recourse to.



MOTHER AND DAUGHTER AS CHIMNEY-SWEEPERS: WOMEN WORKERS IN GERMANY.

Women in Germany are filling men's places, as with us; but on a more comprehensive scale. The women shown here are mother and daughter. The father and son, chimney-sweeps by calling, being both at the front, the women put on the garments of the absent ones, and are carrying on business, says the German paper from which the illustration is reproduced, quite satisfactorily.

Hoe Farm is late First Lo scape-painting was before th





**AFTER THE ADMIRALTY—ART: HOE FARM, WHERE MR. WINSTON CHURCHILL IS SAID TO BE PAINTING LANDSCAPES.**

Hoe Farm is the charming country residence, in the neighbourhood of Godalming, Surrey, where the late First Lord of the Admiralty passes his occasional leisure, occupied, it is announced, with landscape-painting, in which his work is said to show exceptionally high talent. Mr. Churchill's name was before the public recently in connection with the newspaper controversy as to whether Prince Louis

of Battenberg or he was responsible for the vitally important order just before the war directing the mobilised Fleet not to disperse to the dockyard ports. The rumour of rooms being prepared for Mr. Churchill in the Board of Education offices, for work in connection with the Air Service, has been denied.—[Photo. by Record Press.]





"GLOIRE À NOTRE FRANCE ÉTERNELLE": THE BATTLE OF THE MARNE MONUMENT. Describing his visit to the Marne battlefield, Mr. Arnold Bennett wrote in the "Illustrated London News": "We saw a few more tombs, and a great general monument or cenotaph to the dead, constructed at cross-roads by military engineers." The inscription reads: "Bataille de la Marne, 6 au 12 Septembre, 1914. Gloire à notre France éternelle. Gloire à ceux qui sont morts pour elle."—[Photo. by Photopress.]



A REALLY "CHEERFUL NOISE": A BRITISH SOLDIER'S COMPLEX MOUTH-ORGAN. Music, even of the simplest character, is a valuable means of keeping up the soldier's spirits in war. Some time ago the British "Eye-Witness" mentioned in one of his articles the demand for mouth-organs among the troops at the front. Our photograph shows a kind of "super"-mouth-organ, which, besides the ordinary reeds, plays a drum, a cymbal, and bells.—[Photo. by Clarke and Hyde.]

A number  
German tre  
pattern), w  
in the mort





A SCHOOL FOR "BOMBERS": A FRENCH SQUAD UNDER INSTRUCTION NEAR THE FIRING-LINE.

A number of bomb-throwing guns are being used by the French in the trenches in response to the German trench-mortars. The majority are crapouillots (obsolete 150-mm. mortars of Louis Philippe pattern), which are effectively employed where heavy shells are fired. The shell is held by a spindle in the mortar's muzzle, and often is fitted with tail-fans to ensure the bomb (weighing 16 kilos) dropping

head first. Describing an incident that he witnessed, a "Times" correspondent says this: "Two crapouillots, as the big bombs fired from trench-mortars are called, were lobbed among the Germans, only forty yards away. At this short range a crapouillot has naturally a very high trajectory. They seemed to wobble earthwards very slowly. As each arrived there was a perfectly magnificent explosion."

UTH-ORGAN.  
spirits in war.  
and for mouth-  
th-organ, which,  
and Hyde.]





**EMBARKED BY CRANE: WOUNDED SOLDIERS STARTING ON AN UP-RIVER TRIP.**

Some wounded soldiers from the Fulham Military Hospital had an interesting experience the other day when taken for an outing up the river in charge of Mr. W. A. White, a member of the Institute of Mechanical Engineers. A crane was used to put aboard the boat those unable to walk, and this method of embarkation proved so attractive that the others followed suit.—[Photo. by News Illustrations Co.]



**BUILT BY FRENCH ARTILLERYMEN: A CHURCH SET UP IN THE ARGONNE.**

The church illustrated is remarkable, as it is a temporary building, in the Argonne, constructed by French artillerymen on the ruins of one destroyed by German shells. Over the entrance are carved panels, probably relics of the original building. Upon the façade are inscriptions: "Manu Militari Edif."—testifying to the labour of the soldiers; the date, and so on.—[Photo. by French Photo. Service.]

The influence  
illustration is  
church in the  
to work to co





A CHURCH BUILT BY ARTILLERYMEN: INSIDE THE BUILDING SET UP IN THE ARGONNE TO REPLACE A SHELL-WRECKED CHURCH.

The influence of the religious spirit in its many phases has been very evident during the war, and our illustration is one more convincing proof of its reality. The German guns had wantonly shelled a church in the Argonne, leaving it little more than a heap of débris. But the French artillerymen set to work to counteract the destroying vandalism of the enemy, and by dint of much personal sacrifice in

the form of strenuous labour have replaced the ruined building by a church which, both externally and internally, can be used for worship, although bearing evidence of the attack of which it has been the object. The new building, as an expression of the religious spirit prevalent even in the throes of war, is unique.—[Photo. by French Photographic Service.]

ARGONNE.

ted by French  
carved panels,  
litari Edif."—  
Service.]





# THE HOMECOMING OF THE DEAD FROM THE "E 13": BRITISH AND DANISH HONOURS TO THE VICTIMS OF A GERMAN OUTRAGE.

The shelling, by a German destroyer, of the British submarine "E 13" while aground and defenceless in neutral Danish waters, on August 19, caused deep indignation both in Denmark and in this country. The greatest sympathy and honour were shown to the victims of the outrage by the Danish people and Government. Fourteen bodies of those killed were conveyed from Copenhagen to Hull by the Danish

United Steam-ship Company's ship "Vidar," whose hold was converted into a chapel draped with black silk and filled with floral tributes. After an impressive funeral service and procession at Copenhagen, the "Vidar" was escorted out of the harbour, on August 25, by two Danish torpedo-boats. She reached Hull on the 27th, flying the Danish flag and the White Ensign at half-mast. Each coffin was draped

*(Continued opposite.)*

with British  
Flags from Q  
procession, w  
various desti





*Continued.* AFTER THE ARRIVAL OF THE FUNERAL-SHIP AT HULL: NAVAL AND MILITARY HONOURS TO THE MEN KILLED ON THE "E 13." ship. Our photographs show (on the left-hand page): (1) The "Vidar" on her voyage, (2) One of Queen Alexandra's wreaths, (3) Bluejackets removing wreaths from the coffins at Hull, (4) The coffins and tributes. (On the right-hand page): (1) Putting the coffins through a window into Hull Station, (2) The procession at Hull.—[Photos. by C.N., Illustrations Bureau, S. and G., Newspaper Illus., and Photopress.]





**FIGHTERS FOR THE FREEDOM OF EUROPE : XXII.—THE LONDON SCOTTISH (2/14TH BATTALION LONDON REGIMENT)—OFFICERS AND N.C.O.'S OF "D" COMPANY.**

In this group are included, with others, the following officers and N.C.O.'s of "D" Company of the 2nd Battalion of the London Scottish. The members of "D" Company shown above are : in the back rows from left to right. Lce.-Cpl. O. Hill, Lce.-Cpl. G. M. Wood, Lce.-Cpl. C. Dilly, Lce.-Cpl. J. D. Forman, Sgt. F. C. Staines, Lce.-Cpl. W. L. Davison, Lce.-Cpl. E. B. Lockerbie, Cpl. L. G. Mcl. Brown, Cpl. J. W. Warby, Cpl. J. Armstrong, Lce.-Cpl. A. W. B. Jackson, Cpl. D. H. Robertson, Lce.-Cpl. G. H. Longhurst, and Lce.-Cpl. M. J. Fletcher. In the middle rows are Lce.-Cpl. D. J. V. Knott, Lce.-Cpl. G. W. Nicoll, Lce.-Cpl. C. B. Brown, Lce.-Cpl. W. A. Downie, Sgt. J. R. Dawson, Sgt. E. R. Rintoul, Lce.-Sgt. A. G. Robertson, Sgt. R. L. Ogg, Sgt. W. Mackay, Sgt. A. M. Capener, Sgt. W. Walker, Sgt. F. H. Tod, Cpl. J. H. Ygung, Lce.-Cpl. J. H. Cane, and Cpl. G. Campbell. In the front row, (reading from left to right) are Sgt. A. C. Wilson, Co.-Sgt.-Maj. R. F. Gordon, Lieut. H. Wilson Young, 2nd Lieut. F. W. Robarts, Capt. J. L. Duncan, Capt. G. N. Ford, 2nd Lieut. W. M. Reid, 2nd Lieut. J. S. Monro, Co.-Qtr.-Mtr.-Sgt. T. N. Dainty, Sgt. A. D. W. Duncan, and Sgt. A. G. Clarkson.—[Photo, by Bassano.]

In this photo  
at a higher e  
2nd Lieut. R.  
R.A.M.C. (Med  
M. Reid (Tra  
ground, are





FIGHTERS FOR THE FREEDOM OF EUROPE: XXII.—OFFICERS OF THE LONDON SCOTTISH (14TH BATTALION LONDON REGIMENT).

In this photograph are included officers of all three battalions of the corps. In the back row, standing at a higher elevation than the row next before them, are, left to right: 2nd Lieut. A. H. Macgregor, 2nd Lieut. R. M. Robertson, 2nd Lieut. D. N. Kennedy, 2nd Lieut. B. Jobling, Lieut. I. D. Stubbs, R.A.M.C. (Medical Officer), 2nd Lieut. G. F. T. Horne, 2nd Lieut. F. W. Robarts, 2nd Lieut. H. M. Reid (Trans.), 2nd Lieut. L. A. Weirter (Topographical Instructor). In the next row, standing on ground, are 2nd Lieut. T. C. G. Coggin, 2nd Lieut. H. Wilson Young (Machine-Gun Officer), 2nd Lieut.

G. E. Godsave, 2nd Lieut. J. A. Robertson, 2nd Lieut. G. P. Fletcher, 2nd Lieut. C. Cornock-Taylor, Capt. H. Buchanan, Capt. W. A. Tinlin, Capt. J. L. Duncan, 2nd Lieut. F. S. Thomson, 2nd Lieut. D. B. Edsall, 2nd Lieut. J. D. A. Mitchell, Major E. A. H. Gordon (Q.M.). Seated are, Capt. L. S. Lindsay-Renton, Capt. J. A. Ross, Capt. H. S. Cartwright, Capt. R. Whyte (Adjt.), Major R. Dunsmore, Lieut.-Col. A. E. Rogers (C.O.), Capt. E. G. Monro, Capt. E. G. Ford, Lieut. A. Blaikie, Capt. E. M. Stirling (Assis. Adjt.), and Capt. H. C. Palmer. On the ground, are 2nd Lieut. H. M. Clowes and 2nd Lieut. J. S. Monro.—[Bassano.]

'D' COMPANY.

Sgt. E. R. Rintoul, W. Walker, Sgt. F. H. Young, 2nd Lieut. J. S. Monro. —[Photo, by Bassano.]





**FIGHTERS FOR THE FREEDOM OF EUROPE: XXII.—IN THE TRAINING CAMP OF THE 2/14TH BATTALION LONDON REGIMENT, THE LONDON SCOTTISH.**  
 Belonging to one of the most widely known corps of London Territorials, and one that has an exceptional reputation for all-round efficiency, the 2nd Battalion of the London Scottish (which has been raised since the war began) has been in training for war service in the South of England. Photograph No. 1 shows a squad at a Swedish drill exercise, in which—it may be remarked, by the way—the men's kilts make a remarkable effect for lookers-on. In No. 2 we have a squad being put through bayonet practice under realistic conditions. No. 3 shows a bout with the gloves in camp, a sport encouraged as part of the physical training system. In No. 4 a machine-gun section is seen undergoing tuition, man by man, under a sergeant instructor.—[Photos. by S. and G.]